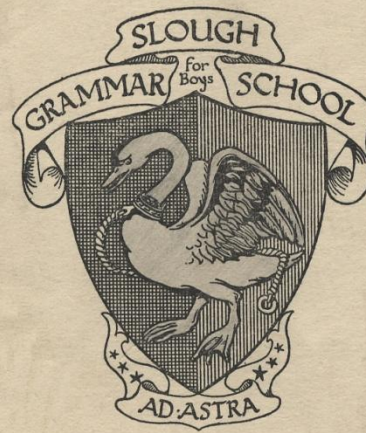


MAGAZINE



FEBRUARY, 1939
No. 4

JUNIOR TEAM.
WINNERS OF SLOUGH JUBILEE CUP, 1937-38.

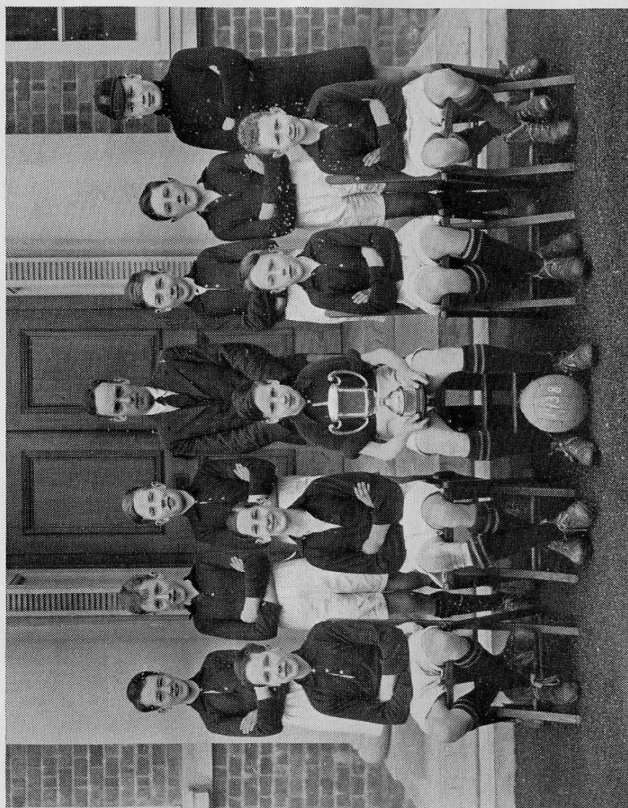


Photo by Greville.
Back Row:— A. C. Day, J. E. Stock, R. C. Boshier, Mr. Collin, G. F. Cullimore, J. H. Williams, F. J. E. Robotham,
Front Row:— G. O. Butler, R. E. Canon, F. H. Biggs (*Capt.*), P. B. May, P. B. Brittain.



Slough Grammar School Magazine

No. 4.

FEBRUARY, 1939.

EDITORIAL.

The crisis of last September must be held responsible for the late appearance of this issue of the Magazine.

When many important spheres of national activity suffered severe dislocations, the School was fortunate in being able to continue with few apparent signs of the gravity of the situation. At the blackest moment it appeared likely that we should have to leave the school building, which was scheduled for the use of the civil authority. Never again, we confidently hope, will the School or the nation be faced with such anxieties.

SCHOOL NOTES.

At the beginning of the Autumn Term there were 381 boys on the roll. Next September there will probably be more than 420 in attendance.

The increased number of Forms has made necessary the provision of more laboratory accommodation. To effect this the Library has been transferred to the Headmaster's study, and the former library is being converted into a physics laboratory.

The School Certificate results were again satisfactory, the percentage of passes being higher than that for the country as a whole. The names of successful candidates appear in the account of Speech Day proceedings.

We very heartily congratulate H. H. Rosenbrock on gaining a County Major Scholarship of £80 a year for three years. He has entered University College, London, to read for a degree.

H. O. Peters and F. E. Esling have become Aircraft Apprentices in the Royal Air Force and Royal Navy respectively, and a number of Old Boys have obtained commissions in the Fleet Air Arm.

The English Classical Players presented "Henry IV" (Part I) in the School Hall during the Autumn Term. Lectures on Town Planning have been arranged this term.

A number of educational visits have been paid to factories, the telephone exchange, and the gas works during the past two terms.

Mr. T. M. Barrett resigned his position on the staff at Christmas, after about three years' service here. We regret his departure, and wish him well in his new post at Bromley County School. We extend a very hearty welcome to Mr. J. M. Reeves (M.A. Cantab.), who has been appointed to succeed Mr. Barrett.

On April 1st three One-Act Plays will be performed by boys and staff, in the School Hall, to raise funds for the Cadet Corps.

The Annual Athletic Sports will be held on Wednesday, 29th March.

The Easter Term ends on 5th April, and the Summer Term begins on 2nd May.

CADET COMPANY.

* At the time of writing, the Company is in the happy position of being strong in numbers and in spirit. This school year has seen certain changes in the command of the Company, and all cadets will regret the resignation of Capt. Anderson, though we can assure him that his good work for the Company has not yet ceased. The Headmaster is still with us as our titular head, and the writer is now Commanding Officer, being ably assisted by Lieut. Legrand.

The Company went into Camp from July 28th to August 4th, 1938, and though the number attending was small, a most enjoyable time was spent under canvas. Some useful tactical exercises were carried out, though the chief object of the Camp was to train N.C.O.s for this year—in this it was very successful. Cadets owe much of the enjoyment of the Camp to Mr. and Mrs. Marsham, who were for the first time in charge of the catering and did it extremely well.

A large influx of recruits early in the school year brought our numbers up to 80, and these recruits worked hard to join the Company for the Annual Inspection. This took place on October 27th, 1938; all cadets bore themselves

well and, in his address, the Inspecting Officer complimented the Company on the smartness of its turn-out, and on its drill movements.

On Armistice Day the cadets took part in the service at the Adelphi, and acquitted themselves well.

The Company is now organised in two Platoons, excluding the Band. Signalling and First Aid instruction, together with rifle practice, have occupied the greater part of our time this term, and after half-term, tactical exercises will be carried out, culminating in a Field Day on April 4th.

Recruits continue to join us, and we hope many more will do so in the near future. Lack of funds has held up the purchase of uniforms, but we expect to be able to clothe all recruits at the end of this term.

Our Annual Camp is to be held at the end of the Summer Term, and all cadets should do their best to attend—the more the merrier!

In conclusion, the writer wishes to thank all cadets for their loyalty to the Company during his first year as C.O. The future success of the Company depends on the continued loyalty and enthusiasm of each boy; we feel confident that this will be forthcoming.

A.H.B.I.

SPEECH DAY, 1938.

Speech Day was held on the evening of Friday, December 16th, in the School Hall. On this occasion, because of the increased number of pupils in the School, it was not possible to invite the parents of boys who entered in September, 1938. On the previous evening, however, a performance of the Speech Day entertainment was given, so that parents thus regrettably excluded from the full Speech Day function should have an opportunity of hearing the programme.

This year the prizes and certificates were presented by the Headmaster of Eton, Mr. C. A. Elliott, who was introduced by Mr. L. S. R. Byrne, Chairman of the Governors and formerly a House Master at Eton. Mr. Byrne had known, he said, seven Headmasters of Eton, and he recalled in an amusing way some traits by which he liked to remember them.

Mr. Elliott gave an address in which he urged the advantages to be gained by the boy whose parents allow him to stay at school after he has taken the School Certificate examination. Such a boy, he said, finds his own feet and realises his capabilities, is better able to choose a form of employment which he will like, and will not easily become a square peg in a round hole.

Moreover, employers are more and more realising the advantages of longer and better education, and indeed are able to offer much better opportunities to boys who have done work of a higher standard than that required for School Certificate.

Other qualifications, too, Mr. Elliott went on to say, are required of boys besides school results. They are the qualities of willingness to work hard, courage amid difficulties, and reasonable intelligence: "it is of no use to be more stupid than we need be."

A vote of thanks to the Headmaster of Eton was proposed by the Mayor, Alderman E. T. Bowyer, and seconded by Alderman E. O. Lewis. Mr. C. Ford and Mrs. Purnell, respectively, proposed and seconded a vote of thanks to the Chairman.

Prizes and certificates were presented to the following

<i>Form.</i>	<i>Prize.</i>	<i>Certificates.</i>
I.	G. J. Byers.	W. H. Smith, A. Bond.
IIb.	S. T. Wood.	D. Ridgwell, I. S. Cummins.
IIA.	J. E. Stock.	W. J. Omer, J. D. Ware.
IIIB.	L. A. Watson.	B. W. H. Wickham, C. Smith.
IIIA.	H. J. Groves.	I. R. Llewellyn, F. G. Helps.
IVB.	A. W. Gould.	G. T. Moore, D. O. Parry-Davies.
IVA.	J. E. Hughes.	T. Paxton, J. R. Soper.
SHELL.	C. W. Cornish.	T. R. Cartwright, L. C. B. Rhodes.
VA. & VB.	<i>Matriculation Prizes:</i> J. F. Magrath, W. E. Mickleburgh, D. J. Minchin, R. D. Rookes, F. J. Russell, D. P. Shanley, D. W. Thadwald, J. Warr, R. R. Winter, T. G. Barton.	

Oxford University School Certificates.

(Pupils whose names are printed in *italics* are ineligible by age to receive Certificates.)

J. Brittain, N. C. Cleversley, R. J. Cox, F. E. Esling, H. G. Haskell, K. M. Hendy, G. E. Hills, H. Jones, A. A. Leaver, J. F. Magrath, W. E. Mickleburgh, D. J. Minchin, D. J. Neale, R. D. Rookes, F. J. Russell, D. P. Shanley, C. F. Snelling, D. W. Thadwald, J. Warr, R. C. Williams, R. R. Winter, T. G. Barton, S. J. Boxall, D. G. Butler, P. R. Cox, D. J. Hall, P. Hoelsli, M. B. J. Miles, J. F. Mould, R. R. Palmer, G. W. Stutt, E. J. Taylor, R. Weller, C. W. Cornish.

School Certificates gained in July, 1937, by pupils who were then ineligible by age to receive them.

G. P. Alexandra, H. H. Carter, F. G. Hall, G. Hayward, L. J. Hedge, W. E. Mickleburgh, D. J. Minchin, R. V. Pardy, W. W. Pollard, R. A. H. Reeves, F. Richens, R. C. Warren.

Oxford University Higher School Certificate and County Major Scholarship

(value £80 a year for 3 years):

H. H. ROSENBRICK.

Special Prizes.

	<i>Presented by—</i>	<i>To—</i>
Oxford H.S.C.	The Mayor of Slough (Ald. E.T. Bowyer, J.P., C.C.)	H. H. Rosenbrock
Scripture	Mrs. E. R. Clarke	R. A. H. Reeves
Junior History	W. A. Jones, Esq.	L. A. Watson
Senior History	The Vice-Provost of Eton (C. H. K. Marten, Esq.)	R. A. H. Reeves
Junior Geography . . .	A. D. Murray, Esq.	H. J. Groves
Senior Geography . . .	The Headmaster	F. J. Russell
Junior Mathematics	E. P. C. Smith, Esq.	J. E. Stock
Intermediate		
Mathematics	H. Mairs, Esq.	T. W. Williamson
Senior Mathematics . .	H. Allen, Esq.	G. P. Alexandra
Junior English	W. G. Hargest, Esq.	J. D. Ware
Senior English	T. M. Barrett, Esq.	J. Warr
General Science	B. Llewellyn, Esq.	C. W. Cornish
Chemistry	H. C. Barnes, Esq.	D. J. Minchin
Physics	H. Allen, Esq.	J. R. Soper
Junior French	V. H. Taylor, Esq.	I. R. Llewellyn
Senior French	J. Collin, Esq.	R. Weller
Latin	W. Hampshire, Esq.	D. J. Neale
Biology	T. Anderson, Esq.	J. L. Anderson
Art	W. Wilson, Esq.	R. L. B. Rhodes
Woodwork	T. C. R. Evans, Esq.	H. J. Groves
Gymnastics and	E. A. Legrand, Esq.	
Field Games		W. W. McGillivray
Music	L. Piner, Esq.	K. D. Weller
Chess	C. J. Farrow, Esq.	R. C. Warren and W. H. Dyer
Senior Prefect	B. Llewellyn, Esq.	H. H. Rosenbrock
Laboratory Monitors:	J. L. Anderson, E. Harrison, J. F. Mould	
Library Monitors:	F. G. Helps, A. J. Witney, S. W. Jones	
Tuck Shop Monitors:	D. J. Minchin, D. J. Neale, F. J. Russell, D. P. Shanley	

Royal Life Saving Society Awards.

Bronze Medallion and Intermediate Certificate : L. McKee,
T. Paxton

Bronze Medallion : R. J. Omer

Intermediate Certificate : W. H. Dyer, C. Eustance

The following were the items in the evening's programme of entertainment :

1. ORCHESTRA : (a) Minuet from "Samson" .. *Handel*
(b) Minuet *Boccherini*

2. "OLIVER ASKS FOR MORE"

A Sketch from *Oliver Twist*.

Scene : The Board Room of a Workhouse.

Characters :

Board Members : D. J. Neale (*Chairman*), G. P.
Alexandra, J. L. Anderson, D. J. Minchin, R. C.
Warren

Bumble	D. G. Butler
Oliver Twist	D. C. McLennan
Gamfield (<i>a Sweep</i>)	R. V. Pardy
A Magistrate	A. M. G. Fuller

(*Producer : Mr. Wilson.*)

3. (a) Unison Song,
"A Solemn Melody" .. *Sir Walford Davies*
(b) Unison Song,
"My Lady Greensleeves" .. *15th Century*
(c) Two-Part Song,
"The Song of The Gale" .. *Myles B. Foster*

SCHOOL CHOIR

4. "BIRDS OF A FEATHER"

A Play by J. O. Francis

(*Produced by permission of the Welsh Outlook Press*)

Scene : A Wood at Night.

Characters :

Twm Tinker	J. E. Hughes
Dicky Bach Dwl (<i>Daft Dickie</i>)	A. A. Maxwell
Jenkins (<i>a Keeper</i>)	W. H. Dyer
The Bishop of Mid-Wales	P. Jacques

(*Producer : Mr. Wilson.*)

A HOLIDAY IN THE FJORDS OF NORWAY.

A party of three from Slough had the delightful experience of a visit to Norway in August last. We left home on a hot Saturday and joined other parties at Broad Street, whence we travelled in two special trains to Tilbury landing stage. Once aboard H.M.T. Dunera we went below to our mess decks to have supper. It was then that we realised we were "under way." Having stowed our luggage we were directed to our emergency stations, where the correct method of wearing our life-belts was shown to us. This elementary precaution is practised on all ships as soon as possible after leaving port. After this instruction we looked out for various landmarks to port and starboard, and South-end pier was just visible as muster bell went.

As I went on a similar trip last year, I did not expect to have too much sleep on the first night. This year, however, fog was our main enemy. Our siren was continually sounding for six hours, during which period we were at anchor. The following day also we ran into patches of fog and we were late in arriving at our first port of call—Kristiansand. This clean, bracing, typical Norwegian town afforded a large sheltered harbour and some rugged rocks to one side over which we scrambled. Our first excursion was to the Skjerries—a group of islands—where we bathed. A number of English-speaking Norwegian Boy Scouts accompanied us and we exchanged experiences of home life. A very large proportion of Norwegians have flaxen hair as did our guide.

The next day we left Kristiansand and settled down for a day's sunbathing while we cruised northwards between numerous islands and rocks. After turning and twisting in these channels, we at length entered the Sogne Fjord—the longest in Norway. We soon branched off this, however, to enter the Nord Fjord, passing Hornelen, the highest cliffs in all Scandinavia. Aandalsnes was sighted the next day as the ship turned abruptly round a corner in the fjord. Owing to the shallowness of the water and lack of quay-space at this small secluded village, we went ashore in the ship's lifeboats. Each boat has twelve metal rowing "sticks" in two lines, which, when pulled to and fro, turn the propeller at the stern. From this village, which lies in the Romsdal valley, we went on the Romsdal railway to Bjorli, about 34 miles distant. On this journey we passed numerous waterfalls and cascades as the train pursued its laborious way along ledges daringly cut in the mountain itself. All along the route we saw famous mountains of the Davre range, and from the most famous of all—the Romsdalshorn—we walked the six and a half miles back to Aandalsnes. While at Bjorli, two parties, of which we

were one, climbed to the summit of a nearby mountain some 3,500 feet up. From this vantage point we saw many of the Davre mountains all of which had glaciers impressively set into hollows and valleys near the summits. After a packed lunch we started down again, and noticed a rain-storm coming over the distant peaks. As there was not very much shelter, and as we had little time to reach any, we were soaked to the skin upon reaching the train. We therefore held our shirts out of the window to dry as the train rumbled back towards the ship.

All the night we were sailing back towards the Geiranger Fjord, which we entered at about 9 a.m. This is, without doubt, the most beautiful of all Norwegian fjords. The mountains rise up sheer in most cases to a height of three or four thousand feet, and we saw gushing waterfalls as the ship proceeded. At the head of the fjord we anchored to go ashore at Merok. An excursion from here took us to some very old farmhouses reached by a zig-zag path. We left Geiranger the same day and arrived at Løen the following morning. Incessant rain greeted us here; this we ignored, however, and took an interesting hike to Lake Løen. It was here, in 1905, that a terrible disaster took place in the form of a great landslide. Thousands of tons of rock crashed into the lake, causing a great wave to sweep over the lake-side farmsteads. A lake steamer was carried over 2,000 feet inland!

We boarded the ship the same evening in the lifeboats, and left Løen during a concert on board.

Arriving at Bergen at 8 a.m. we roamed the large modern town, which was once the capital of Norway, and returned to the ship for dinner. In the afternoon a steamer took us to the Isle of Askoy for a ramble. Once again, however, we encountered rain. This prevented our rambling very far, although we penetrated a little inland. Askoy illustrates the typical scenery of Norway, containing fjord, farm, cliffs and hills, inland lakes and forests.

One of the features of Bergen itself is its funicular railway. This is a hydraulic lift going up the side of the mountain Floien, which lies behind the town. From the top there was a delightful panorama, for we had a bird's-eye view of Bergen's innumerable docks and well-planned roads. This was in the morning of our second day in the city. In the afternoon we again roamed round the large shops and bought many delightful curios.

The next day, at 8 a.m., we arrived at Stavanger. This port, catering for large ships and small coastal steamers, is the nearest port to England. At Sola, nearby, there is a fine airport with regular services to Oslo, Bergen and Newcastle-upon-Tyne. We made an excursion to Sola, where

there are miles of flat sands with excellent bathing. We also passed the large aerodrome. From the town itself, a complicated service of local steamer routes run to the many islands at the entrance of the harbour. Stavanger is busy and prosperous, largely on account of its canning industry. Herring and brisling are the main fish canned, 45,000,000 of them being despatched annually to other countries. Besides its fish-canning industry, however, Stavanger has others, including a textile industry.

Our journey home was extremely rough, and some of the boys suffered severely, but the ship managed to arrive at Tilbury to schedule. Needless to say, we all agreed we had enjoyed a very delightful holiday amid the exquisite scenery of Norway. The novelty of living on a troopship, too, is one that will always be remembered, and I can strongly recommend a cruise to these latitudes. CROWHURST

(VB).

CAPRI.

During my summer holidays last year I stayed for a while at Capri, which is a very beautiful island in the Mediterranean, at the entrance of the Bay of Naples. It displays a rich variety of beautiful scenery, and has many points of historical interest. The name is derived from the Latin *caper*, a goat, and this island is so called because in form it resembles a sleeping goat.

There are two villages on the island, Capri and Anacapri. The latter is very old, and is surrounded by high walls, with drawbridges. The inhabitants nowadays are mostly fishermen and sailors, or, in Anacapri, cultivators of olives. In summer there are numbers of foreign visitors. The soil is volcanic, and, indeed, it is said to be one big block of lava from the Monte Vesuvio (Vesuvius), so that the cultivation of olive trees is very difficult. Capri is famous for its wines, both red and white, although the white wine comes from a neighbouring island called Ischia.

The coast is precipitous, with only two landing places, both near Capri. To the west it is possible to enter from the sea a beautiful cavern called the Grotta Azzura (Blue Grotto). It is a remarkable place, with an entrance only about three feet high. The interior has a length of 118 feet, a breadth of 95 feet, and a height of 40 feet, while there is a depth of water of about another 40 feet. The colour of the cave is the major attraction, the water and roof being of a brilliant blue, caused by the reflection and refraction of the sunlight passing under the rock at the entrance and up through the water. It is the only grotto in the world with such natural colourings, and it presents a sight of marvellous beauty and magnificent proportions. MCKEE (IVA).

INSPIRATION.

Seven o'clock ! Homework ! French, geography, English—"An essay for to-morrow, not less than two pages. Choose one of the following subjects : 'Freedom,' 'A rainy day,' 'If I had one wish'."

Now let me see, "Freedom" ; I don't think I have had much experience of real freedom, what with policemen, traffic regulations and homework. One mustn't do this, that, or the other that is really interesting. No ! I can't do anything on that subject.

What's the next ? "A rainy day." There doesn't seem to be much sense in writing about a rainy day when we want it fine for hockey to-morrow. We've had enough rain during the past fortnight to last for two or three years. No ! I'm not going to choose that one.

"If I had one wish." Ah, now this is more interesting ! Only one wish, though. I could do with two or three hundred pounds ; a gold-mine, perhaps, or a ranch on the brown plains of Texas ; a seaplane, a motor boat, a car. No, these might prove rather boring after a while. A farm, then, on the rugged red cliffs of Cornwall ; above the sea that changes in colour with its mood, from sapphire blue to oily, leaden grey ; where the wheeling gulls swoop low over the racing waves, which clash with savage ferocity on the red, unyielding rock. Tame, some would say, but what more fierce and exciting than a raging storm, and what more peaceful than a glowing summer sun, rising over the rolling downs . . . Yes ! this is the essay for me. Where's my pen ?

SOPER (VB).

SEVEN-THIRTY A.M., WINTER.

A thin mist is creeping along the ground, and the world is awaking. Factory hooters begin their mournful wail, and groups of workmen, in twos and threes, pass through the gates into the buildings.

Office workers hurry past streets of houses, with newspapers or umbrellas under their arms, and with coat-collars turned up. A train steams into the station and a long column of smoke mingles with the mist. There is a shrill blast and the train slowly gathers speed. The last stragglers hurry into an already crowded compartment. Somewhere up the street a very late worker ceases to run as the train disappears.

There is a rattle of bolts as a door is opened, and the snap of a letterbox as a newspaper is withdrawn. A postman

hurries down a garden path and hastily closes the gate with a clang as a fiery little terrier scuttles after him. From some houses there is a pleasant smell of cooking and the equally pleasant crackle of crisp bacon.

A horse-drawn milk cart slowly approaches, the large wooden wheels grating against the kerb. The quivering horse blows vapour through his nostrils and ambles over to a hedge to clip it, free of charge, until his master returns. A kind old lady shuffles from one of the doors and feeds the horse with sugar-lumps. The milkman crunches down a gravel drive and stands talking to the old lady, swinging his arms briskly and then blowing at his numbed fingers. Little beads of water have formed on his moustache, and he brushes them from it with the back of his hand as he jumps on to the cart. A tousled head appears at another door and a milk-bottle scrapes on a step. A cyclist rides past, with a white film along the front of his cap where the vapour has collected.

In the country the scene is different. The farm hands have been busy for three hours or more, and have just ceased work for a short rest.

A few cows wander in the neighbouring fields, munching the short bedewed grass. There is the constant sound of water dropping from the trees bordering the lane. The farmer's wife appears and scatters corn for the cackling hens. Some ducks take a morning bathe in their pond and then waddle down the narrow twisting lanes to prove a menace to any passing cyclist. A farm horse walks through the yard, his iron-shod feet "clopping" on the cobbles, the sound echoing hollowly in the still air ; a farm hand follows him with a pail in each hand, the contents of the pails splashing on to the ground as he walks. A small black kitten strolls across the yard and playfully bites the farm dog's leg. The dog extends a large pink tongue and washes the kitten's ears, for these two are close companions. A hen scratches the ground and runs between the horse's legs, and it seems a miracle that it is not trodden on.

An old car comes rattling down the lane and past the duck-pond, scattering the chickens and ducks in every direction. The noisy pigs have just been fed and are making a terrible din as they fight to reach the trough.

Yes, the farm is fully alive at this time of the day.

The town is only just waking up, but in the country the hardest of the work has been done before this hour. Soon the city streets are thronged with motor-buses, private cars, and delivery vans, moving in long lines with horns blaring

and brakes screeching. Pedestrians scurry across the road during the short lulls in the traffic. Shop assistants in white aprons unbolt the shop doors and sweep the pavements. The first hour has now passed and the mist has almost cleared. The weak rays of the winter sun break upon another day of hurry and bustle in the towns, and on peace and quiet in the country.

MOORE (VB).

“ I LIKE — ”

I like to watch ships glide down rivers ; to see a yacht's sails fill out in the wind.

I like the sound of waves crashing against rocks ; and the ring of the bell on the bridge of a ship.

I like to smell the flowers in a garden ; to breathe the fresh air of the morning ; to see the sun shining through the leaves and branches of a wood.

I like to stand on a bridge and watch a fish come suddenly to the surface to catch an insect ; to see the moon on the ripples of the water.

I like to hear a binder cutting the corn on a bright summer's day ; and to see the rabbits hurrying in all directions from the corn.

I like to hear the birds and animals in the evening.

* * *

I like the rhythm of the carriage wheels as they pass over the rail joints ; the staccato beat of the exhaust from expresses ascending a slope on a frosty morning.

I like the sun, the green fields, and meadows in summer.

I like to hear breakers upon a rocky sea-shore ; to see the trails of smoke from ships passing far out to sea.

I like the purple heather, and forests on the sides of mountains ; to hear the roar and see the white spume of a waterfall as it throws itself over the rocky ledges.

I like to see a frozen lake with crowds skating.

I like to see fish in clear water swimming lazily.

* * *

I like the tinkle of two pieces of china meeting, the crinkle of paper being crushed, the gurgle of water being poured from a bottle.

I like the sound of playing dogs barking, and farmyard sounds.

I like the smell of a freshly-tarred road.

I like the purring of a happy cat ; and the sound of a football boot meeting a ball.

I like walking into a strong wind, hatless and coatless.

I like the roar of a train rushing along the rails, and the hissing as the white plume of steam flies back along the track.

I like the “ whirr ” of a circular saw cutting through wood in a sawmill.

I like the clang of a mighty hammer battering steel.

I like the natural world.

REYNOLDS

WATSON

GILBY (IVB).

THE PLAINT OF THE PIG.

(With acknowledgments to C. E. Carryl's “ *Plaint of the Camel.* ”)

My master can drink from the tap by the sink,

His family feed from plates ;

Dogs can eat the best scraps of meat,

And fishes steal various baits ;

But no one heeds

How a poor pig feeds,

Anything does for him.

A man can lie down on sheets of his own,

Horses repose in a shed ;

A cat has his lair in the best armchair,

And a bird has his own cosy bed ;

But no one will weep

If a pig doesn't sleep

Anywhere does for him.

DEEKS (IIIB.).

GRASSHOPPERS.

What does that word “ grasshopper ” convey to you ? Perhaps you think of that day last summer when, lying in a field of clover at ease with the world, you idly watched a colony of them at work.

Or do you think of your schooldays, when you first poked your nose into the realm of zoology by pulling grasshoppers to pieces and looking for things which were not at all visible to you, but which the master vowed were there?

The word "grasshopper" transports me to that glorified cow-pasture at home where I acquired the art of knocking a golf ball a couple of hundred yards. Those were the days! I remember—I actually had one club of my own then, a cut-down mashie that my father had cast aside. The old hickory shaft was cracked—but I am wandering.

To any of the American pioneers who lived in the Red River Valley, North Dakota, in 1874, the mention of grasshoppers would bring a shiver. Into their minds would spring the thought of that other insect, known to them as grasshoppers, but to us as locusts. On a late July afternoon of that year squalls seemed imminent. To the north-west the sun was gradually darkened by a cloud. Suddenly this cloud descended. It was—grasshoppers!

Like driving sleet they came, covering buildings, earth, wheat, everything. The beating of their bodies on the roof might have been mistaken for hail. Their weight on the trees broke off branches, Chickens and turkeys—even pigs—ate themselves sick.

At times the 'hoppers were from four to six inches deep, and men had to tie string round their trousers to keep the pests from crawling up their legs. Union Pacific trains were halted by the greasiness of the rails.

They ate through sheets and blankets put out to protect the most valuable crops. Men knocked them off with clubs, but they returned as soon as the men moved away. Every green thing was eaten except castor beans, canes, and native grasses. Onions were eaten down to the ends of their roots. Rivers were stained to a coffee tint with their excrement.

Handles of pitchforks were chewed rough, and weather-beaten fences were so gnawed that they looked new. If any of the insects were trodden under, they were quickly devoured by their companions. In twelve hours the cornfields were reduced to masses of bent and broken stalks.

The grasshoppers left behind them desolation and destruction. People who had money got out of the area. Those who had none lived on federal relief and the kindness of benevolent societies.

It was such occurrences as this that deterred prospective pioneers, and it was years before migration to the West recovered fully.

RUSSELL (VI).

FURTHER ADVENTURES OF BARON MUNCHAUSEN.

One day I was paddling along a river which wound through the African jungle. Suddenly a giant tidal wave appeared, sweeping everything before it. The next instant the wave was upon me, and carried me with it. If I had not, with great presence of mind, climbed into a large cave which was near by, I should have been drowned. Inside the cave there was a faint pinkish glow; it looked like coral. A peculiar wind kept blowing to and fro. I looked out and saw the wave just below me. Feeling secure, I lay down and went to sleep.

When I awoke I looked out again, and saw that the wave had abated. I then felt that I was moving, and realised with a shock that I was inside the mouth of a truly enormous hippopotamus. I saw my boat still floating on the river a hundred feet away.

This gave me an idea. Bravely I took the feather out of my hat and tickled the monster's throat. He immediately coughed, and I was blown into the air. I hovered for a second, then dropped, and landed safely in my boat. I picked up my paddle and resumed my journey.

* * *

Once I was in Afghanistan, being chased by very fierce natives among the rocks and boulders of that hilly country. I urged my horse to further efforts, to increase the lead I had, but still they came on. They were spreading out in a semi-circle, to close in on me, when I noticed a wide fissure in the ground ahead. There was no turning back now, and I saw only one thing to do. I urged my horse to a greater speed and he rose to jump. I noticed, however, that he was going to fall short, and then I had an idea. On the other side of the fissure there was a small pinnacle of rock, and with an effort I threw the reins over this. It held, and the horse and I were saved from falling into the chasm. I scrambled on to the horse's head, and from there I pulled myself up to the ground. I then dragged my horse after me. When I looked back I had the satisfaction of seeing the Afghans, unable to perform the same feat as I, falling to destruction in the chasm.

GRAYSON
GRIFFITH (IIIb).

SLOUGH TRADING ESTATE.

Slough Trading Estate stands on what used to be an old Army "dump" for lorries. In 1920 the Slough Trading Company Limited, now known as Slough Estates Limited, was formed for the purpose of purchasing the land. For the first few years the company was occupied in selling off the surplus war material, and by 1924 most of this was disposed of. Then, with a few large, vacant factory buildings on hand, the company decided to enter the estate business. Gradually the larger buildings were let, among the earliest tenants being the St. Helens Rubber Company and Citroen Cars Limited. In fourteen years the number of manufacturers on the Estate has risen from one to 214, occupying 275 factories.

The company's income from rents has increased from £60,000 in 1928 to £120,000 in 1938. There are ten miles of railway and three million square feet of factories. Electricity and water are produced on the Estate and distributed at economic prices to the various factories. A special service is also given (within a limited area) in the supply of steam, the Estate being the pioneer in this country in the distribution of steam through a meter. Buying steam in this way allows a manufacturer to dispense with boiler plant and the handling of coal, and helps much towards cleanliness in a factory. Cleanliness is the keynote of the Estate, and there are only four tall chimneys.

The Government has for many years run a large factory as a Training Centre, which in the past has taken a large number of unemployed from the distressed areas, trained them and put them into work. At present the Centre is mainly engaged in training discharged soldiers and sailors for civilian employment.

The firms with premises on the Estate include general engineers, electrical, aeronautical, hydrostatic, ventilating, insulating and motor engineers, contractors, building contractors, manufacturing opticians, druggists and brewers. There are also five banks, a post office, a Customs and Excise office and a restaurant. The following list shows only a few of the many industries in the area: The making of electric lamps, tooth brushes, cellulose paint, asbestos, confectionery, jams, plastic mouldings, batteries, soap, matches, gaskets, gloves, alloys, gramophone records, cabinets, and ice.

Wood (III A).

THE STREAMLET.

Babbling noisily all the day,
A glistening streamlet wends its way;
Twisting through meadows of green grass and flowers,
Then merrily onward past ivy-grown towers;
Into the undergrowth dark as the night
And then into fresh air, sunshine, and light;
Past city and town, through wood and glen,
Neath hillsides of gorse, by miry fen;
Leaping, bounding, rippling with glee,
Till at last it reaches the deep blue sea.

GIBBONS (IIIB).

A STORM OVER THE SEA.

The breakers roar,
As they beat the shore;
The leaping waves
Make water caves
In the swirling, foaming brine.
The cliffs rise high
To the stormy sky.
And the gulls scream loud
At the hanging cloud
That spreads to the horizon's line.

NESS (IIIA).

A SPARE HOUR AT CROYDON AIRPORT.

Walking through the main entrance of the Airport, I found a sort of pay-box. On this were the words "Admission 6d. child, 1/- adult." Going to the man inside it, I said "Could you tell me what this is for?" He replied, "If you buy a ticket, you can go up to the Control Tower."

"Right," said I. "Here's sixpence. Can I go up there now?"

"Yes, you can go now, and later on a guide will show you round the hangars."

He showed me the way up to the Tower, across a fairly large hall. It was used as a kind of waiting-room, and all round the sides were the various companies' booking offices. There were the Imperial Airways bookings office, with a model of one of their huge aeroplanes of the "Heracles" class. It was perfect in every detail.

Then there was the "Olley Air Service" booking office. This also had a model, this time of a de Havilland "Diana" Class aeroplane, which is largely used by the services.

I next came across a signpost reading : " This is the way to the Control Tower." The post pointed towards some stone stairs, and going up these I found myself upon a kind of platform. Standing in the middle of this was the top of the Control Tower with its network of wireless aerials. I was just in time to see a great Douglas D.C.2 mail plane take off. It belonged to the K.L.M., or Dutch lines. With a roar of its powerful engines it taxied out to face the wind. Then, when it had received the all-clear signal, it began slowly moving over the ground. Gradually, as the pilot opened the throttle full out, it picked up speed. Reaching a small ramp it was in the air. It circled round the aerodrome and headed towards Holland.

Just as this plane had crossed the horizon a small private plane came thundering across the turf. It was a de Havilland " Comet," the type of aeroplane in which Scott and Black broke the record for the England to Australia Air Race. It slowly crossed the tarmac and went into its hangar.

Looking over the side of the platform, I could see passengers filtering through the doorway below. They were going to fly to Paris on the French Air Line's new " Marcelles Bloch," which can fly from Croydon to Paris in just over an hour.

The mechanics were swarming round it to make sure that everything was all right, and were warming up the engines in readiness for the flight. The wheel blocks were moved from the under-carriage and the plane lumbered slowly across the field. Receiving the signal, the plane's deep roaring engines gradually increased their pitch as they were given more petrol. The plane slowly rose into the air and the under-carriage folded up into the fuselage. The French aeroplane was now homeward bound.

" Come along everyone, this way ! " Looking round, I saw the attendant beckoning me. I followed behind the others, and he led us through a small passage out on to the tarmac, where we went past the front of the Imperial Airways buildings and reached the hangars. The first belonged to Imperial Airways, and outside them stood the " Scylla " of the Syrinx Class. These planes are made by Short Bros.

An illustration of their amazing size is the fact that their wheels stand higher than a man.

The guide said he would now take us to the Air France hangars. Here we saw two of the new " Marcelles Bloch " type. We were allowed to see inside one of them, and we

found how comfortable the seats were. The reading lamps just above the head and all the other accessories made it what it was, a modern liner of the skies.

Walking on, we came to the German hangars, but we were not allowed to go too near. Nobody knew quite why.

At length we came to the Olley Air Services hangars. In these there seemed to be dozens of aeroplanes of the de Havilland " Diana " Class.

Continuing the round of the hangars we came at last to the beacon. The light of this has been seen on the coast of France near Calais. Going round the back of the beacon the guide led us behind the hangars. Here we saw the rubbish dumps. Piles of junk (mainly aeroplane parts) were there, and old flying instruments that were out of date.

At last we came to the back entrance to the waiting room. Rushing up the stairs I had first climbed, I arrived at the top just in time to see one of the Dutch Air Liners come on to the field. With a roar it " revved " up before touching the ground, and came to rest with a perfect three point landing.

Then, hearing a factory siren, I realised that it was near dinner time and it was time to go home, and so ended my very interesting visit to the aerodrome.

EDMUNDS (IIIb).

SUMMER.

When skies are blue,
And clouds are gone,
Then summer time is coming,
With honeysuckle blooming forth,
And honey-bees a-humming.

Then from the hedge,
The little hare
Peeps timidly about,
And, as he runs across the glade,
The bright full moon comes out.

The night wears on,
The glade is dark,
With all enwrapped in shade ;
Then thank the great Creator
For the beauty of the glade.

BRADLEY (IIA).

THE COUNTRY GARDEN.

The roses are bountiful ;
The apples aren't countable ;
The tulips are yellow,
And kingcups are mellow.

The cattle are lowing ;
The apples are growing ;
The roses have gone,
And winter does come.

HAMMANS (I).

THE SUNRISE.

The sky was brightening in the east,
A bird sat twittering on a tree ;
The early morning star its twinkling ceased
As the golden sun burst forth free.

A beam of light across the meadow fell,
And showed the flowers sheltering in the grass.
The herdsman by the cowshed rang his bell,
And opened wide the gate for the cows to pass.

TYERS (I).

VIOLETS.

I walked one day into the country fine,
On a heath where violets grew.
By my feet as I walked along
Were violets covered with dew.

They were white and purple on that happy morn,
'Neath my feet, by the lonely way,
As I walked along all on my own,
For that was a merry Spring day.

BROOMFIELD (I).

NATIONAL SAVINGS GROUP.

The new procedure of the National Savings Group, which enables members (a) to open banking accounts at the Slough Trustee Savings Bank, or (b) to purchase Savings Certificates, has stimulated much more interest in saving.

Since October, 1938, an average of 74 transactions per week has been maintained ; 10 accounts have been opened at the Bank (minimum £1), 26 Certificates issued to members, and total subscriptions have amounted to £71 3s. 0d.

Doubtless there are many more pupils who could help themselves by emulating their fellows in this direction.

W.A.J.

SWIMMING.

The year 1938 was the most successful we have had since swimming was introduced as a School activity. The Thursday and Friday classes have been well attended, and many boys are making quite good progress. The Life-saving Class was larger than last year's, and as a result of the examination at the end of the Summer Term the following awards were made by the Royal Life-Saving Society :—

Bronze Medallion and Intermediate Certificate :

Omer, Paxton, McKee.

Intermediate Certificate : Dyer, Eustance.

In 1938 we became affiliated to the Berks A.S.A., and were successful in gaining its Secondary Schools Championship, the team consisting of Jacques, Omer, Paxton and McKee. We are proud also to be able to record that Jacques was chosen by the local Association to swim in its junior relay team at the Southern Counties Gala at Wembley on September 3rd.

One day during the summer holidays a coachload of enthusiasts went to Wembley to see some of the events in the European Championships. We were all thrilled by the water polo and especially by the diving. We hope that as a result the standard of diving in the School will improve.

The Annual Sports were held in July, and the results were as follows :—

CLASS I. One length. Free style.—1 Jacques (19 3/5 sec.), 2 Wilkins, 3 Miles.

CLASS II. One length. Breast stroke.—1 Dunham (31 sec.), 2 Omer, 3 D. Scott.

CLASS III. Best two dives.—1 Eustance, 2 McLennan.

CLASS I. One length. Breast stroke.—1 Jacques (27 3/5 sec.), 2 Wilkins, 3 Omer and Palmer tied.

CLASS II. One length. Free style.—1 Dunham (28 4/5 sec.), 2 Harding, 3 Empson.

CLASS III. One length. Free style.—1 Eustance (31 1/5 sec.), 2 Shenton, 3 Marris.

WALKING RACE.—1 Palmer, 2 Ness, 3 McLennan.

100 YARDS OPEN. Free style.—1 Jacques (1 min. 20 3/5 sec.), 2 Paxton, 3 Wilkins.

DIVING FOR PLATES.—1 McKee (11), 2 Griffin (7), 3 Miles (6).

LIVE-SAVING RACE.—1 McKee, 2 Omer, 3 Palmer.

OBSTACLE RACE.—1 Warr, 2 Bosher, 3 Wickham.

CLASS II. Best three dives.—1 Griffin, 2 Dunham, 3 Maxwell.

CLASS I. Best three dives.—1 Griffin, 2 Maxwell, 3 Omer.

INTER-HOUSE RELAY.—1 Gray, 2 Herschel, 3 Milton, 4 Hampden.

Highest number of points : McKee.

HOUSE NOTES.

GRAY HOUSE.

Summer Term.

Officials : *Captain*—Pardy, R. V.
Vice-Captain—Fuller, G. N. C.
Secretary : Carter, H. H.
Committee : Reeves, R. and Warr, J.

CRICKET.

The House was fairly successful at cricket, the Seniors being placed second with 6 points. The Intermediates were first in their section, while the Juniors were less fortunate, being fourth with 4 points.

Seniors v. Hampden	Lost 38-42	Won 44-29
v. Herschel	Lost 81-85	Won 39-27
v. Milton	Won 63-47	Lost 38-66

SWIMMING.

This term we were pleased to note the success of our swimming team, which won the relay event at the Swimming Sports.

Cotsell and Warr left at the end of this term.

Autumn Term.

No new election of officials was necessary.

FOOTBALL.

The House is to be congratulated on its fine football performances. All three teams came top of their respective sections.

Seniors v. Hampden	Drew 1-1
v. Herschel	Won 5-3
v. Milton	Won 4-1

ATHLETICS.

Contrary to custom, the House cross-country event was held this term. The Seniors ran well as a team, and secured first place. Pardy finished first for Gray at fourth place.

THE HOUSE SUPPER.

One of the greatest achievements of the term was the House Supper, held on Friday, November 25th, 1938. Excellent entertainment was provided under the direction of Mr. Llewellyn and Mr. Ingleby, while the table-fare was plentiful and sumptuous.

All looked forward to a prosperous year for the House, but a setback was received in the loss of Mr. Barrett, who had given untiring and enthusiastic support to the House. Barton, Esling and Cook also left this term, and we wish them well for the future.

H.H.C.

HAMPDEN HOUSE.

Summer Term, 1938.

The Summer Term brought to an end the most successful year for the House, for our position in the championship was first. This was the first time that the House reached this position, and we hope to continue our success.

Our cricket positions were good, as were the work results.

CRICKET RESULTS :

	<i>Seniors.</i>	<i>Intermediate.</i>	<i>Juniors.</i>
v. Gray :	W. 59-38 ; L. 29-44 for 5.	L. 11-68 ; L. 44-77 for 1.	W. 31-12 ; W. 49-22.
v. Milton :	L. 47-48 ; L. 35-47.	L. 40-49 ; L. 77-47.	W. 40 for 7-10 ; L. 33-34.
v. Herschel	W. 57-28 ; W. 93-12.	W. 42-27 ; W. 80-22.	W. 55-32 ; T. 26-26.
Final Position :	2nd (tied)	3rd	1st
Work results :	3rd	1st	3rd

The only leaver this term was Boycott.

Autumn Term, 1938.

Officials : *Captain*—Anderson, J.
Vice-Captain—Russell, F.
Secretary—Weller, K.
Committee—Leaver, A. and Bleines, N.

The football results this term were satisfactory, the Seniors tying for first place with Gray, the Intermediates being third, and the Juniors third. The Cross-country resulted in our Class I being third, Class II first (Biggs winning the race) and Class III fourth.

FOOTBALL RESULTS :

	<i>Seniors.</i>	<i>Intermediate.</i>	<i>Juniors.</i>
v. Gray	D. 1-1	L. 3-5	L. 2-4
v. Milton	W. 5-0	L. 1-6	L. 0-5
v. Herschel	W. 8-4	W. 3-0	W. 3-1
Final position ..	1st (tied)		

We were sorry to lose Passmore at Christmas.

K.W.

HERSCHEL HOUSE.

Summer Term, 1938.

Officials : *Captain*—McGillivray, W. W.
Vice-Captain—Rosenbrock, H. H.
Secretary—Baker, A. L.
Committee—Warren, R. C.

CRICKET.

This was an unsuccessful season for all three teams. The Seniors and Intermediates were both placed fourth, the Juniors being third.

Seniors : v. Gray	Won 85-81	Lost 27-39 for 7
v. Hampden	Lost 28-57	Lost 12-93
v. Milton	Won 31-19	Lost 7-63

Position 4th—4 points.

Intermediates : Position 4th—0 points.

Juniors : Position 3rd—5 points.

SWIMMING SPORTS.

Herschel was placed second in the Inter-House Relay Race.

We were sorry at the end of the term to lose our Captain, McGillivray, and Vice-Captain, Rosenbrock, and our Secretary, Baker. Thadwald also left at the end of the term.

Rosenbrock is to be congratulated on gaining a County Major Scholarship.

On the final total of points the House was placed fourth.

Autumn Term, 1938.

Officials : *Captain*—Warren, R. C.

Vice-Captain—McCrae, D. C. F.

Secretary—Pollard, W. W.

Committee—Hall, D. and Shanley, D. P.

FOOTBALL.

The House was very unfortunate again this season, all three teams being placed fourth.

Seniors : v. Gray	Lost 3-5
v. Hampden	Lost 4-8
v. Milton	Lost 0-1

Position 4th—0 points.

Intermediates : Position 4th—0 points.

Juniors : Position 4th—1 point.

CROSS-COUNTRY.

Class I : Herschel were, unfortunately, placed fourth. Shanley was second.

Class II : The House was more successful here, gaining second place. Day was fifth.

Class III : Here we were placed third. Tabraham was seventh.

The Annual House Supper, which took place on November 18th, was as great a success as ever. A very good play, in which members of IIIA and IIIB took part, was the outstanding feature.

Miles left at the end of term.

W.W.P.

MILTON HOUSE.

Summer Term, 1938.

Officials : *Captain*—Dyer, W.

Vice-Captain—Palmer, R.

Secretary—Alexandra, G. P.

Committee—Minchin, D.

CRICKET.

The House had a very successful season at cricket, the Juniors coming second, the Intermediates tying for first place, and the Seniors finishing first. Results :

Seniors :	v. Herschel	L. 19-31	W. 63-7
	v. Hampden	W. 48-47	W. 47-35
	v. Gray	L. 47-61	W. 66-38

Points, 8 ; position, 1st.

Intermediates v. Herschel	W. 132 for 2-20	W. 56-34
v. Hampden	W. 77-47	W. 49 for 4-40
v. Gray	W. 49-46	L. 34-61

Points, 10 ; position, 2nd.

Juniors :	v. Herschel	L. 15-92 for 4	W. 23-12
	v. Hampden	L. 10-40 for 6	W. 34-33
	v. Gray	L. 41-49	W. 38 for 7-37

Points, 6 ; position, 2nd.

House Cricket Colours were awarded to Dyer, Harrison and Neale. We regret that our Vice-Captain, R. Palmer, left at the end of the term. Others to leave were Weller, R., Peters, Hills, Pond and Winter.

Autumn Term, 1938.

Officials : *Captain*—Dyer, W.

Vice-Captain—Minchin, D.

Secretary—Alexandra, G. P.

Committee—Neale D. and Williamson, T.

FOOTBALL.

All three teams had a moderately good season, the Seniors coming third, Hampden and Gray tying for first place, while the Intermediates and Juniors both came second. An unusually short season did not allow the House to avenge any defeats. Results :

	<i>Seniors.</i>	<i>Intermediates.</i>	<i>Juniors.</i>
v. Herschel	W. 1-0	W. 6-2	D. 2-2
v. Hampden	L. 0-5	W. 6-1	W. 5-0
v. Gray	L. 1-4	L. 0-1	L. 2-3
	Points, 2 ;	Points, 4 ;	Points, 3 ;
	position, 3rd.	position, 2nd.	position, 2nd.

Milton did fairly well in the School Cross-country runs. The positions were : Class I, 2nd ; Class II, 4th ; Class III, 2nd.

Crump and Winsor left at the end of the term.

G.P.A.

FOOTBALL, 1938.

The season was an extremely black one. Almost the only bright spot was the victory over the Old Paludians' 3rd XI. We must hope for better luck in 1939.

Results of 1st XI games :

v. Uxbridge	..	H.	..	..	L. 0-10
v. Wycombe	..	H.	..	..	L. 3-6
v. Maidenhead	..	H.	..	..	D. 2-2
v. Amersham	..	A.	..	..	L. 0-1
v. Egham	..	A.	..	..	L. 4-7
v. Wycombe	..	A.	..	..	L. 1-12
v. Ashford	..	H.	..	..	L. 1-2
v. Maidenhead	..	A.	..	..	W. 5-1
v. Old Paludians..	..	H.	..	..	W. 4-2
v. Amersham	..	H.	..	..	L. 2-6
v. Egham..	..	H.	..	..	L. 3-4
v. Uxbridge	..	A.	..	..	L. 1-7

General Statement :

P.	W.	D.	L.	Goals For.	Goals Agst.
12	2	1	9	26	60

OLD BOYS' DINNER.

The Annual Dinner of the Old Paludians was held this year at the "Good Companions," Stoke Poges Lane, where on January 30th a company of nearly seventy spent a very enjoyable evening under the presidency of the Headmaster. His Worship the Mayor of Slough (Ald. E. T. Bowyer, J.P., C.C.) was present, also Canon Baines and Mr. Charles Ford. Eight members of the Staff were present, and the Old Boys were pleased to welcome for the first time at an Old Boys' Dinner Messrs. Ingleby and Legrand, who joined the Staff in September.

After toasts to the King and to the Mayor and Corporation of Slough had been honoured on the proposal of the Headmaster, his Worship the Mayor proposed the toast of the Old Paludians, and Mr. S. E. Medcalf replied. Mr. Medcalf, who now lives at Welwyn, is an old pioneer of the Association, and was the first secretary of the Football Club.

In replying to the toast of the School, as proposed by Mr. E. Hartley, the Headmaster spoke of the progress of the School, and particularly of the difficulties involved in adjusting a school which grew rapidly to a building that did not grow.

An excellent concert programme had been arranged by Messrs. Baden Hawes and L. W. Piner, including solos by

Mrs. Hopkins and Mr. W. Pickering, a conjuring display by Mr. J. Middleton Burn, monologues in his inimitable style by Mr. A. Lloyd Tamblin, and a cornet solo by Mr. C. Bell. Mr. Piner presided at the piano.

Owing to weather and other causes, the numbers were slightly less than last year, but it was a most enjoyable occasion, and it is hoped that more old boys will avail themselves of the chance to renew acquaintances under such pleasant conditions.

E.P.C.S.

OLD PALUDIANS' FOOTBALL CLUB.

Hon. Secretary : J. DARBY,

"Abbeyfield," Windsor Road, Slough.

As this is the first contribution to the Grammar School Magazine, we are glad to be able to give a good report of the Football Club. We are having the most successful season for some years, and all three teams still have an interest in the destination of the trophies for which they have entered.

The 1st XI have reached the Semi-final of the Slough Town Cup, and meet Slough Albion on March 11th on the Farnham United ground. This is the first time that we have advanced so far, and we hope to see and hear many of you on this date.

The 2nd XI are still in the London Old Boys' Junior Cup, but they have not been so fortunate in the League, possibly owing to the many changes which have to be made from week to week.

The 3rd XI have been the most successful, having won all but one of their matches. You all know which one they lost !

We are hoping to have a sufficient number of new members to run another XI next season, when we may be able to enter the local Minor League. The Annual Subscription is only 5/-. so this should be no bar to anybody who desires to keep fit by means of a game of football.

We have been helped tremendously by the kindness of the Headmaster in allowing us to use the School pitch for the 3rd XI home matches. This gesture really saved the team from extinction as, just before the season opened, we were informed that a new pumping station was to be built on one of the pitches on our ground at Pococks Lane.

J.D.

OLD PALUDIANS' C.C.

Officials :

Captain : W. E. HARDING. *Vice.-Capt* : L. HIBBERD.*Secretary* :

E. LEDGER, 59, William Street, Slough.

The cricket season of 1938 was not a very successful one for the Old Paludians, as we succeeded in winning only five of the seventeen matches played.

This was mainly due to the fact that owing to business reasons we lost the services of some of our regular players ; the newcomers, too, did not realise expectations.

We are making a big effort in the coming season to regain our former winning ways, so you who are now at school please remember that you are all welcome ; we are relying on you to carry on the traditions of this club.

An organised practice takes place each Tuesday and Thursday evening throughout the season.

For further information please apply to the Secretary.